



## MEMORANDUM TO THE FILE

*Date:* May 7, 2026  
*Hearing Date:* May 7, 2026  
*Case Number:* **2018-007883ENV**  
*Project Address:* **11 Frida Kahlo Way – Balboa Reservoir Project - Blocks C & D**  
*Zoning:* BR-MU (Balboa Reservoir - Mixed Use)  
 Balboa Reservoir Special Use District  
 40/78-BR Height and Bulk District  
 Priority Equity Geography SUD  
*Cultural District:* N/A  
*Block/Lot:* 3180/204  
*Project Sponsor:* Nora Collins  
 AvalonBay Communities  
 455 Market Street, Suite 1650  
 San Francisco, CA 94105  
*Property Owner:* BHC Balboa Builders LLC  
 c/o BRIDGE Housing Corp  
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### Background

The Planning Commission approved the Balboa Reservoir Design Standards and Guidelines (DSG) on May 28, 2020, in conjunction with several other actions that established the Balboa Reservoir Special Use District (SUD) and approved the Balboa Reservoir Project (“Overall Project”). The Overall Project entails an approximately 17.6-acre piece of land, located north of the Ocean Avenue Neighborhood Commercial District, west of the City College of San Francisco Ocean Campus, east of the Westwood Park neighborhood, and south of Archbishop Riordan High School, also known as the Balboa Reservoir. The overall Balboa Reservoir development includes

- 1100 residential units, of which at least 50% will be affordable,
- Community serving uses including a Community Room and Childcare Facility,
- Publicly accessible open space including a central park approximately two acres in size, and
- New pedestrian and bicycle connections to adjacent neighborhoods

To date, the Phase 1 development phase application for the Project was approved on October 26, 2021, which included Blocks B, C, D, F, TH and the Reservoir Park. Approximately 250 residential units were proposed for Blocks C & D. On June 7, 2024, the Planning Department approved an amendment to the Phase 1 Application to include Blocks A and H as part of Phase 1 of development.

The Balboa Reservoir project began construction in late 2025, with overall site grading and installation of the

sitewide infrastructure and public streets in progress. Vertical construction is also underway, with construction started in March 2026 on Building E, the project's first 100% affordable building, and construction anticipated to begin in May 2026 on Building A, the second 100% affordable building.

## Introduction

The Planning Commission certified the final environmental impact report (FSEIR) for the overall Balboa Reservoir Development Project on May 28, 2020, file number 2018-007883ENV.<sup>1</sup> The FSEIR analyzed the developer option with 1,100 residential units and an additional housing option with 1,550 residential units. Phase 1 of the project was approved October 2021 and includes development of the core horizontal and vertical elements including the following:

- Approximately 628 new residential units, including a mix of market-rate and affordable housing as Phase Application Approval Case No. 2018-007883PHA Balboa Reservoir 2 summarized below:
  - 250 market-rate residential units on Blocks C / D, 78-feet in height, and 113 parking spaces, 0.45 space per unit
  - 124 affordable units on Block E
  - Approximately 154 affordable units on Block F
  - 100 market-rate townhomes on Blocks TH1 / TH2
- New public streets and associated infrastructure.
- Two-acre Reservoir Park and other open space elements

In addition, on November 10, 2022 under the administrative review process, the department approved the design review application for Blocks C & D as complete and consistent with the Planning Code, Section 290, and the Design Standards and Guidelines (DSG) document for the Balboa Reservoir project. This approval was for the development of two multi-family residential buildings and the publicly accessible Brighton Paseo located above a below-grade parking structure (basement). Block C would consist of a seven story, 153,901 square-foot, approximately 78-foot-tall residential building containing 147 dwelling units. The ground floor will contain the building lobbies, a dog washroom, and a bike storage room for 16 oversized bicycles. The dwelling unit mix includes 23 studios (15.6%), 72 one-bedroom units (49%), 46 two-bedroom units (31.3%) and six three-bedroom units (4.1%). Block D would consist of a six story, 108,193 square-foot, approximately 68-foot tall residential building containing 102 dwelling units. The ground floor will contain the building lobby and residential common spaces and service spaces, including a work lounge, fitness room, a bike storage room for 16 oversized bicycles, and a loading dock. The dwelling unit mix includes five studios (6.8%), 62 one-bedroom units (60.2%), 31 two-bedroom units (29.1%) and four three-bedroom units (3.9%). The 57,206 square foot basement-level parking garage will contain 112 vehicular parking spaces for residents and 34 vehicular parking spaces available to the public, a bicycle parking room for Block C with 96 Class I bicycle parking spaces, and a bicycle parking room for Block D with 92 Class I bicycle parking spaces. This development was found to be within the scope of the FEIR prepared for the Balboa Reservoir project.

Pursuant to the SUD, there is no minimum off-street parking or loading requirement for any use in the SUD, except that there shall be a minimum of 200 off-street parking spaces in the SUD, and that Buildings in Blocks A, B, C, D, E, F, and G containing 100,000 gross square feet or more of residential space and a parking garage shall provide at least one off-street loading space.

## Proposed Revisions to Project

Subsequent to the certification of the final FSEIR and the November 2022 approval of a design review application

<sup>1</sup> San Francisco Planning Department, Balboa Reservoir Project Final Supplemental Environmental Impact Report, Planning Department Case No. 2018-007883ENV, State Clearinghouse No. 2018102028, certified May 28, 2020. Available online at: [https://sfplanning.org/environmental-review-documents?title=balboa&field\\_environmental\\_review\\_categ\\_target\\_id=212&items\\_per\\_page=10](https://sfplanning.org/environmental-review-documents?title=balboa&field_environmental_review_categ_target_id=212&items_per_page=10), accessed May 5, 2026.

for development of Blocks C & D, the proposed project was revised.<sup>2</sup> The project sponsor now proposes to revise plans for Blocks C & D as described below. In conjunction with changes to the building plan, there would be amendments to the SUD and DSG document. The project proposes a 252,601 square-foot, 243 dwelling unit residential building located on a single parcel (APN 3180-204) within Phase 1 of the Balboa Reservoir Development project. This parcel consists of Blocks C and D in the DSG document. The project would provide 243 dwelling units consisting of studios (18.5%), one-bedroom units (35.4%), two-bedroom units (44.1%) and three-bedroom units (2.1%). On Block C, the building will be six stories tall at a height of 65'- 4" and on Block D the building will be five stories tall at a height of 54' - 6". Block C consists of lobby and mailroom, a coworking space, garage (with 24 parking spaces and 138 bicycle spaces) and service spaces, as well as dwelling units at the ground floor, with residential units at all upper floors. Block D consists of residential units, building services, and an at-grade courtyard at the ground floor, with residential units at all upper floors. Blocks C and D would be connected at floors three, four, and five by a bridge element containing nine residential units. The connection is open at the two lower levels, with an elevated walkway at the second level, creating a gateway element that frames the public pedestrian connection from Ocean Avenue through to the new two-acre Reservoir Park.

The DSG include a 5-foot setback at the ground floor along Lee Avenue (S7.3.4 Type A – Lee Avenue) and a 5-foot setback along streets and public open space. The revision to the project would allow for a 3-foot setback at all levels. In addition, the step down at upper floors would be met in that the Block D portion of the building would be one floor lower than the Block C portion of the project.

The revised project deviates by more than 10% from the dimensional or numerical standards in the special use district (SUD) and design standards and guidelines (DSG) pertaining to specific DSG Standards: 3.6.1 Permitted Uses, 7.3.1 Minimum Setbacks, 7.6 Step Back at Upper Floors, 7.7.2 Opening to Interior Courtyards, 7.10.3 and S.7.12.2 Entries to Ground Floor Units and Location and Spacing of Stoops, S.7.17.1 Required High Quality Material, and Planning Code Sec. 249.90(g)(9) for Off-Street Loading as set forth in the Balboa Reservoir SUD.

Of these changes, the modifications would result in the following physical changes in the environment. An amendment to the project's SUD to modify Table 249.90-1 Balboa Reservoir Land Uses, to allow residential uses above a limited portion of the SUD's Block J (a Publicly Accessible Open Space). Permitting residential uses above a limited portion of the SUD's Block J would maintain the publicly accessible open space and a two-story open passageway connecting to Reservoir Park at ground level, while allowing for the connecting building element with residential uses linking Blocks C and D. There would be 6 fewer residential units in the revised project compared to the approved project as well as a change in the unit mix, to provide more studios and 2-bedroom units and fewer 1- and 3-bedroom units, slightly increasing the person trips for the residential use due to a minor increase in the number of bedrooms. With respect to off-street freight loading, the original project required residential buildings greater than 100,000 gsf in size to provide an off-street loading space. Due to the slope of South Street (now Wisteria Lane), the revised project seeks to not include a loading dock within the building. Instead loading will be provided immediately adjacent to the project site within curb-colored dedicated spaces along Wisteria Lane (shown as South Street in the DSG and SUD).

## Analysis of Potential Environmental Effects

The revised project would generally be smaller in scope compared with that in the EIR. The two buildings would be joined with a connecting bridge maintaining a two-story opening above the open space paseo leading from the Wisteria Lane into Reservoir Park. The revised project would result in six fewer residential units compared with the approved project (243 units compared with 249 units). The unit mix in the revised project would change with the result that there would be more studios and 2-bedroom units and fewer 1- and 3-bedroom units. As a result of this change, there would be an incremental increase in daily person trips (based on an increase of 14

<sup>2</sup> San Francisco Planning Department. 11 Frida Kahlo Way – Balboa Reservoir Project - Blocks C & D. Case number 2018-007883PHA-02. Available online through the San Francisco Planning Department Property Information Map under the case number. Online at <https://sfplanninggis.org/pim/>. Accessed May 7, 2026.

bedrooms). The overall square footage of this building would decrease by approximately 9,500 gross square feet (gsf) in the revised plans (262,094 gsf compared to 252,601 gsf). In addition, each portion of the Block C & D building would be one-story shorter than the approved project; the building C portion would be six stories at a height of 65'- 4" compared to 78-feet tall in the approved project and the building D portion would be five stories at a height of 54' - 6" compared to 68-foot tall in the approved project. Also, some setbacks would decrease from five feet to three feet. The revised project seeks to not remove the originally proposed loading dock within the building and would instead provide on-street loading space adjacent to the proposed building along Wisteria Lane.

## **Final Supplemental Environmental Impact Report Findings**

### ***No Impact, Less than Significant Impact, or Less than Significant Impact with Mitigation***

The initial study attached to the FSEIR determined that the following topics would have either no significant impacts or impacts that can be reduced to less than significant with mitigation: land use and land use planning; population and housing; cultural resources; tribal cultural resources; greenhouse gas emissions; wind; shadow; recreation; utilities and services systems; public services; biological resources; geology and soils; hydrology and water quality; hazards and hazardous materials; mineral resources; energy; agricultural and forestry resources; and wildfire. Discussion and analysis of impacts in these resource areas are presented in Appendix B to the FSEIR, Initial Study.

Impacts related to aesthetics were not analyzed because under CEQA (Public Resources Code section 21099), aesthetics impacts of a mixed-use or employment center project on an infill site located within a transit priority area are not to be considered significant impacts, and the project meets the applicable criteria under this section.

### ***Significant adverse, unavoidable project-level and/or cumulative impacts***

FSEIR found that implementation of the Balboa Reservoir project would result in significant adverse, unavoidable project-level and/or cumulative impacts related to transportation and circulation, noise, and air quality. The FSEIR provides a detailed project description, an analysis of physical environmental effects of the project, and identification of feasible mitigation measures and alternatives that would avoid or lessen the severity of project impacts. As indicated in Table S-2 of the FSEIR, the FSEIR determined that the proposed project would result in significant and unavoidable impacts in the following areas, even with implementation of feasible mitigation measures:

- *Transportation and circulation:* operation of the project could result in off-site project and cumulative loading effects along Lee Avenue that could create potentially hazardous conditions for people bicycling and could substantially delay public transit. The project could also result in a cumulative transit impact related to public transit delay (Impact TR-6b, Impact C-TR-4, and Impact C-TR-6b)
- *Noise:* construction noise levels at noise-sensitive receptors, construction noise increases along roadways, and cumulative construction noise levels at noise-sensitive receptors (Impact NO-1 and Impact C-NO-1)
- *Air quality:* at the project-level and cumulative conditions, criteria air pollutant emissions and health risks under the compressed three-year construction schedule (Impact AQ-2a, Impact AQ-4, Impact C-AQ-1, and Impact C-AQ-2)

Due to the scope of the revised project the following topics are discussed in detail in the next section: transportation, construction noise, and air quality.

## **Transportation**

Construction-related transportation impacts would be similar to what was analyzed in the FSEIR as the footprint

of construction for this building and construction duration for Blocks C & D would generally be the same. There would not be new significant impacts or more severe impacts due to the project revision.

There would be an incremental increase in daily person trips due to the change in unit mix. The unit mix would result in an increase of 14 bedrooms over the approved project. This would provide an estimated additional 60 daily person-trips attributable to the Block C & D development which would be distributed among different transportation modes. There would be an additional 24 auto-person trips in the p.m. peak hour. Based on vehicle occupancy rate of 1.87 persons per vehicle, there would be six additional vehicles in the p.m. peak, which would be distributed over the transportation network. This is not a substantial addition of vehicles to the network and would not result in new significant impacts or more severe impacts compared with those identified in the FSEIR.

The proposed changes to development of Blocks C & D would not include an on-site loading dock. Loading would be accommodated in an on-street loading zone adjacent to the Block C & D building. The FSEIR found that the overall Balboa Reservoir project would not meet its loading demand on a building-by-building basis but that overall the loading demand would be met. The proposed change would not alter the FSEIR analysis or conclusions.

### **Construction Noise**

Construction of the overall Balboa Reservoir project would not materially change as a result of the revised project at Blocks C & D. The proposed changes generally would result in a shorter building structure with slight increases in bulk and a connection at floors 3, 4, and 5 along the Wisteria Lane facade. Construction impacts would be similar to what was analyzed in the FSEIR as the footprint of construction for this building and construction duration for Blocks C & D would generally be the same. Therefore, construction noise impacts at the project and cumulative levels with the revised project would remain the same as in the FSEIR and mitigation measures would be the same. There would not be new significant noise impacts or an increase in the severity of noise impacts identified in the FSEIR.

### **Air Quality**

Construction of the overall Balboa Reservoir project would not materially change as a result of the revised project at Blocks C & D. The proposed changes generally would result in a shorter building structure with slight increases in bulk and a connection at floors 3, 4, and 5 along the Wisteria Lane facade. Construction impacts including air quality would be similar to what was analyzed in the FSEIR. The air quality mitigation measures would continue to apply. There would not be new air quality impacts or more severe air quality impacts as a result of the revised project at Blocks C & D.

### **Conclusion**

The modified Blocks C & D in the Balboa Reservoir project would not constitute a substantial modification that would require changes or additions to the previously prepared FSEIR. Thus, for the reasons outlined above, this note to file provides sufficient documentation that the revised project does not warrant an addendum or additional environmental review.

CC: Jeff Horn, Current Planning Division